FIVE LIVES LOST.

A Whole Family Perish by the Cannon Street Calamity.

FUTILE STRUGGLES FOR EXISTENCE

A Polish Jew Charged with Setting the Building on Fire.

HEROISM OF THE FIREMEN.

of many of the inmates of the tall tenement that line the streets in the lower wards sterday morning at No. 80 Cannon street, and re-lted in the loss of five lives, shows to what fearful isry is not clearly determined, though the weight f popular suspicion is in the direction that it was sused by the motive of one tenant in the house If it should be proved that this man meditated and carried out such a in which two other families lived punishment would appear adequate for his crime ludging by the relics of the burned furniture on the cond floor, where Solomon Cohn lived, he seemed nothing and in their very best ed above, so that thereby possibly hangs a The subjoined diagram explains the form of seen that the whole floor consisted of three rooms, the front one being a kitchen and the rear one a bednown as a hall bedroom. DIAGRAM OF THE PLOOR.

A-Bed, in which Mrs. Botsski, her two children and her other were found sufficient. This room was tixe foot.

as about twenty-five minutes past two A. M. that four story brick tenoment No. 80 Cannon street by John King, an upholsterer, who has a store on the end of the house on the third floor. He was awakened by a smell of smoke and sound of orackling flames. Gethering hastily two children under his arms and awakening his wife he rushed down stairs, beating on the door of the floor below to rouse up the family, thereby saving the lives of Mrs. Wood and her two children. The fire slarm that was at once sounded brought Engine No. 11, Truck No. 11 and the insurance inder control. About the time the engines arrived John Bodzky, who lived on the top floor, appeared at a window in his night dress and screamed loudly for help. He held up his little baby eight months old in his arms, and declared that the stairway was impossible to pass because of the smoke. Frantic with four he put down the child and jumped from window forty feet above to the hard flagway be neath, and fell with a loud thud directly on his based, within a few inches of the curbstone. He was taken up unconscious, and before medical aid arrived he was dead.

ing tenement houses, not so much on account of the exhibition of bright and startling flames, as these were smothered in the excessive emission of smoke but rather by the racket caused by the firemen and the imprisoned inmates of the tenement. The fire-men behaved nobly. They ascended to the roof of the house and tried to force an entry through it, but the smoke poured out in such volumes from the holes they cut with their axes that they were driven back. Mrs. Wood's children, who lived on the Rivington street side of the hall on the second floor, were saved by Fireman McLean, who, though blinded by smoke, dashed in and at the imminent risk of his life brought them safely out. The performances of the firemen were of the most heroic kind. Fireman Patrick J. Lynch deserves especial recognition. He climbed the fire escape at the rear of the building and through blinding smoke and fisme made his way into the front parlor of the floor where the

Three times he ventured through the stifling smoke to rescue the Botzski family. At the second with fear, resisted his efforts to save her and he imperilled his own safety.

"Let me go," cried the demented woman, as Lynch was fercing her out of the window. "But you must go," said Lynch, "if it costs me my life." The woman sprang from his clutches and rushed into the front room to her fate. Lynch was now almost sufficated and he had barely strength to climb through the window to the fire escape in the rear. He had no sooner reached it than a portion of the flooring gave way. Recovering himself, he struggled for the ladder inside to reach the roof, but he fainted and fell back in the attempt. ore he was perceived by his companions he had Before he was perceived by his companions he had recovered and was making another effort to regain the roof, which, fortunately, proved successful. Just as he was mounting the roof he was grasped in the arms of his companions, and his first words were, "Save that woman, boys." But it was too late. Fireman Toohey grasped him in his arms and found that in addition to a sprained wrist Lynch was severely burned about the face and was so weak that he was unable to regain his feet. Assistant Foreman Horn, of No. 11 Engine Company, came to the rescue and poor Lynch was conveyed to Bellevine Hospital. On the way he learned that the woman he had so nobly one desvered to save had jumped from the window, and was on her way to keep him company as a patient in the hospital. "Then," said he, "I am satisfied if she is not dangerously hurt. I was afraid she would rush back into the fire."

closed, the flames made no impression upon that particular part of the house and accorded to the fourth floor, burning away the woodwork of the staircase as they ascended. When the flames reached the top story, with an animating draught of air from below, they burnst through the window at the head or the lobby and eddied around till they almost completely burned down the doors in the hallway opening on the top flat. The Botzaki family were terrified almost to death. They evidently rushed out from the bedrooms in front and unbelted the door in the dining room opening on the hallway, in the hope of escaping by the rear. Instantly a flame of fire rushed in, before which they retired to the front room, closing the intervening door behind them as quickly as they could and in evident terror of their lives.

The fire licked up the whole woodwork of the back room, and then assailed the door that divided their last place of safety from the scene of fire and death. They were unfortunately without the presence of mind to let down the windows in the front room or break out the glass so as to let the stiffing smode escape. As the smothering waper increased Mrs. Botzski and her four children retired to the little room, six by eight feet, off the front room where their domestic life had been chiefly spent, and there they domestic life had been chiefly spent, and there they domestic life had been chiefly spent, and there they awaited their inevitable doom. They were amothered in a heap together, and several wretched pieces of cashmere and silk finery that hung on a hook above the bedstead were burned to a crisp.

On the floor below them the body of a widow, Mrs. Mary Gonoud, aged seventy, was found. She had tried to make her way through the smoke of the stairway, but had failen helpiess and died almost on the threshold of a fire ascape.

The bodies were taken to the Eleventh precinct station house and subsequently to the Morgue.

The bodies were taken to the Fleventh precinct station house and subsequently to the Morgue.

The

the hospital.
MARY BURBESCHEL, severely burned.

MARY BURBESCHEL, severely burned.

A NOBLE INCOME.

Lynch is about twenty-eight years of age and has been in the department for a year. He served on board the fireboat William Havemeyer for four months. He was first at the fire as one of the members of Engine Company No. 11, and seeing a woman holding a child three stories above the sidewalk at a window, called to her to let it drop, and he caught it in his manly arms and saved its life.

The building belongs to Mr. William Bussing, of 13th street and Fifth avenue, and is said to be insured. The agent for the collection of the rents is Theodore M. Roche, of No. 245 West Fourth

tell nothing about the fire or the history of his parents.

AN APPECTING INCIDENT.

The little boy, Joseph Berbische, after his rescue from death, was taken and tenderly cared, for by Assistant Engineer McVeagh, who brought him to his residence, No. 457 East Houston street. The poor little fellow did not realize that his mother had been taken away from him, and the touch of nature exhibited by the members of the Fire Department in their attentions to the desolate child attracted the admiration of the crowd that assembled in front of the deserted ruins. "I am prouder thanever of my men to-day," said Chief Engineer Eaxer, of the Fire Department, "when I consider not only the active service they have performed in their particular line of duty, but the salf-ascrifice they are ready to make on every occasion where duty calls them." The Chief Engineer, in conversation with a Heilald reporter regarding the fire escape which had proved so frail, said, "These are no more than traps. It is a wonder that man who ventured on it was not killed."

Suspicion of INCENDIARDEM.

man who ventured on it was not killed."

SUSPICION OF INCENDIARREM.

Previous to the arrival of Fire Marshal Sheldon,
Police Captain Cherry, of the Eleventh precinct,
assued orders for the arrest of Solomon Cohn, and at
hair past eight o'clock Cohn was under arrest. On
examination the Marshal heard the subjoined story
on affidavit from Cohn, his wife and one Goldberg,
which inclined him to think that the man was
innocent of a design to burn up the premises in
which he lived for the sake of securing the insurance
money.

shop in Goldberg's house from soven o'clock yesterday morning until my wife came and told mo of the fire this morning. My wife breught me my dinner yesterday at two o'clock. She brought it in a covered basket. She brought my supper in the same basket at half-past seven. Our work girl left at soven o'clock, and my wife came after that. My wife had all our children with hor when she came with my supper. The oldost is eight years old and the youngest about eight months. My wife stayed about half an hour. She said she was going to my brother's, at No. 5 llester street. My brother in-law, Marx Raff-sky, lives in the same house. My wife said she would come back about ten or cloven o'clock, and I should go home with her. I told her I could not go home. I had to work all night. Did not see my wife again till this morning. She came to Goldberg's shout half-past seven, and had all the children with her. She told me that when she got to my brother's his brother-in-law Raffaky was very sick; that she woak with one of the family for a doctor, and then it was late and the children were sleeping, and she stayed all night. Nhe went home this morning and found there had been fire in the place. We had a krousene lamp in the front room on a breaket I astened to the casing of the door, between the front and back room. My wife and she left that lighted, put there was host much oil in the same way to be force in her back room. My wife near the west in heavy kept our front room door fasted out in and a door lock: I have no key to the apprent of the the lamps; my wife always boughs it; she buys a quark-sia a time."

SULOMON COIIN (written in Hebrew).

Subscribed and sworn to before me November 14, 1870—Gronge II. Sinkloon, Fire Marshal.

City and county of Fee York, ex.—Lans Cohn, of No. SC Cannon street, buy us worn, stated—I am the wife of

LENA X COILN. Sabscribed and sworn to Novombar 14, 1879, in presonce of Grounk H. Shkilbon, Fire Marshal.

A further investigation into the charges against of George R. Sensor, Frie Marshal.

A further investigation into the charges against Solomon Cohn was made last evening at Friemen's Hall by the Fire Marshal. The witnesses summoned were Mrs. Hester Goldberg, of No. 205 Broome street; Mrs. Road Cohn, of No. 5 Hester street, and her husband Joseph Cohn; Marks Rafisky, of No. 5 Hester street, and his wife, and officer William H. Saul, of the Eleventh precinct police. All were present except Mrs. Rafisky, who sent word that she was ill. It is expected that the affidavits there sworn to will be of great importance later in the investigation.

Mirs. Hester Goldberg, of No. 205 Broome street, was the first witness called, and deposed as follows:—I am the wife of Simon Goldberg; I know Solomon Cohn and his wife Lena; Solomon Cohn and Holmon Co

the first policeman on the scene of the catastrophe, was the last witness. His testimony is as follows:—
I was on duty from twelve to six this morning; Camon street, from Houston to Rivington, was part of my post; I had been to the station house with a prisoner; came back through Stanton street; stopped on the corner of Camon, and while there heard a cry of "Fire!" could not tell in which direction it came from; looked up and down Camon street, but could see no smoke; it was very dark and raining; I went through Stanton to Lewis street; saw nothing there; heard cry of "Fire!" again and went back to Camon street; heard some lond talking; went toward No. 80 Camon street; saw people standing there and saw smoke coming from top windows; when I got nearly to the top of first fight had to back out, the heat and smoke were too much for me; I could see the fire burning on the floor above in the hallway; I went out of the house, and as I stepped into the sidewalk a man dropped beside me; he struck on his back and hoad; I examined the man and found some life in him; I dragged him to one side, and as I did so, I heard a thud and some one said, "There comes a woman;" I found her lying on the sidewalk, and told some of the citizens to take her to the corner; I started for the station house to report and get out the reserves; I gave soveral alarm raps when I discovered the location of the first there were several Thirteenth procinct officers there when I started for the station house.

DEVOURING FLAMES.

DISASTROUS FIRE AT NO. 47 LAVAYETTE PLACE, CAUSED BY A KEROSENE LAMP-A WOMAN PATALLY INJURED BY JUMPING FROM A OVER ONE HUNDRED THOUSAND DOLLARS.

A fire broke out, about five o'clock last evening in a rear building situated in the heart of the block place and Astor place. Entrance to the building is had from the office of the Churchman, No. 47 Lafayette place. It originated in the rooms of the Celluloid Shoe Protecting Company. The buildings surrounding much valuable property, and the gravest fears were for a time entertained as to the proportions which the affair might reach. A second and third alarm were simultaneously sent out to the Fire Dapartsponded speedily reduced the flames to subjection. The numerous inmates of the building were for a short time in a most perilous position, and two or three of them escaped with the greatest difficulty one type setter in the Cherchaus composing room was obliged to make herescape by sliding down a lift, badly lacerating her hands. The most serious essualty was the jumping of Mrs. Augusta Shafter from a third floor window, by which she sustained injuries, from which, it is feared, she must die. The The first alarm of fire was given at sixteen minutes

past five o'clock. In less than five minutes the es shot through the roof, and a second and third alarm were at once sent out simultaneously, ratus. Situated, as the building was, in the centre of costly structures containing valuable stocks and near the New York Circus great fears were entertained for a time as to the results of the fire. A large number of streams were quickly directed upon the building from the Broadway side, while others were introduced through the third story windows of A. T. Stewart's branch store on Broadway, as well as those of No. 47 Larsyette place and by six o'clock the fire was under complete-control, having been confined almost exclusively to the structure in which it originated. The escape of the inmates of the building was almost miraculous. Dr. Mitchell and his clerks, on the ground floor, narrowly escaped with their lives. The hands employed in the composing and editorial rooms of the Charchman were for a moment paralyzed with fear, overy one seeking escape by stairs and corridors. Fifteen compositors in this way got out safely and uninjured. Miss Fogarty, a type setter, finding all means of egress cut off, had sufficient presence of mind to seek safety by the hoist. Seizing the rope she slid down to the basement, sustaining no other injury than a severe lacoration of her hands. She was reacted by the firemen, who had entared by an alleyway on the Broadway side. Mrs. Clarke, a proof reader, on the upper floor, and i man whose name could not be learned, being out off, appeared at the windows next to Stewart's, intending to throw themselves into the open areaway dividing it from the burning building. But their perilous position was discovered by Edward Roach and William Murphy, tailors employed on Stewart's third floor, who pulled them in. The pressmen and other employée of the lower floor and basement escaped by the alleyway to Broadway. The janitor's quarters were in the wing of the building on the upper floor. Mrs. Augusta Schatter, the janitross, was cut off by the flames, and, choosing death by jumping rather than by burning, she three herself into the court below. A compositor had before heard her frantic appeals Situated, as the building was, in the centre of costly structures containing valuable

The Excitement in the neighborhood.

The presence of such a large force of police and fremen drew to the scene a vast crowd, who block-

The presence of such a large force of police and fromen drew to the scene a vast crowd, who block-aded Broadway from Waverley place to Eighth street and Lafayette place for the entire block. Captain Byrnes, of the Fitteenth precint, with his own command and reserves from other precincts, with digitality of the control of the Churchwas office, in the marble colonsded row of houses on Lafayette place, immediately south of the Churchwas office, there was quate a panic on the part of some of the immates. This was notably so with those in the Oriental, a boarding house at Nos. 43 and 45, kept by the Misses Underhill, in which there are about fifty guests.

The bright light from the fire, the crackling flames, pnffing of the engines and rolling volumes of smoke excited the greatest alarm in the New York Circus, the rear of which, containing the stables, was in almost immediate proximity to the rapidity extending fire. Mr. Daniel B. Hopkins, the press agent, gave the alarm, and calling all the employes who were then in the building proceeded to the stable to get out the animals. In this they had considerable difficulty, except in the case of one horse bolonging to Mr. Stickney. That one added the two men who were dragging out the Shetland ponies by seizing hold of some of thom by the manes, and pushing them to the door. But in addition to his war on the ponies, the horse which kept up a continuous neighing, as if talking to his fellows, setzed two of the larger horses successively by their throats and dragged them out, only remaining on the outside when the last of the brute creation was also in safety.

The flames breaking out so suddenly the 350 work

ing, as if talking to his fellows, seized two of the large horses successively by their throats and dragged them out, only remaining on the outside when the last of the bruie creation was also in safety.

The flames breaking out so suddenly the 360 work girls in the lofts of the Stewart building hastily prepared for flight. The presence of mind of a foreman checked them for a moment, but the sudden entrance of those who escaped across the alloy into their midst by the window, followed by the appearance of fire and smoke drove them panic stricken toward the stairs. There a few of the cool-headed ones checked them again, and though it was done hastily and with no semblance of order, the throng made their way to the street without anyone being hurt, and all were quickly lost in the throng. In the bookbinding establishment at the corner of Astor place and Lafaystic place an almost similar scene occurred, none of the employées standing upon the order of their going as they hurried to the street for safety.

Mearrs Mallory & Co., owners of the Churchsas, lose more than their large stock, material and building, (which includes two new ton-cylinder presses) valued at \$45,000, for in the form and ready for the press were the current editions of their publications, the Spirit of Musicas, Young Christian Soldier, and Sonsitareas. The manuscript is also lost, so that in that respect the loss is irreparable. Measars. Mallory & Co. have a full line of insurance, though they could not name the companies last night.

Albert Kettler, manufacturer of electro medical reparatus in the rear building, sustained a tost loss of \$2,000; only partially insured.

The Celinhoid Shee Protector Company in the rear clince estimate their loss at \$5,000; insured for \$1,500.

Charles Booth, glass stainer, on the first floor, \$2,000; charles H. Heylman, metal spinner, \$1,000.

William H. Day, decorator, \$1,000.

The Misses Underfull, at No. 43 and 45 Lafayette place, occupied by A. T. Showart & Co. as a branch store, is damaged to the extent of

THE ARMY OF THE CUMBERLAND.

BAILWAY ARRANGEMENTS MADE-PROGRAMME OF EXERCISES DURING THE MEETING-THE NO AGREEMENT EFFECTED. UNVEILING OF GENERAL THOMAS' STATUE.

coming reunion of the Society of the Army of the Cumberland in this city have completed arrangements with all the trunk lines for half-fare rates. Organized bodies or parties desiring to attend and remake early application to their railroad agents for transportation, and in case of difficulty Transportation Committee. All such parties are

their intention to participate in the rounion, in order that they may be assigned places.

The PROGRAMME.

The Executive Committee of the society held a meeting to-night, and adopted the following programme for November 19:—

First—A salute of thirteen guns at sunrise by Major Hanneman's battery, District of Columbia volunteers.

volunteers.

Second—The Society of the Army of the Cumberland and members of kindred societies will meet at the Arlington Hotel at ten o'clock in the morning, from which point they will march to the "Tent" for organization and business. The meeting will be called to order promptly at a quarter to eleven o'clock by General James A. Garrield, chairman of the Executive Committee.

Third—Organizations, societies and invited guests intending to participate in the parade will be formed by the Grand Marshal.

Fourth—At one P. M. the column will move in the order prescribed, which order, as well as the line of march, will be announced through the press.

GENERIAL THOMAS' STATUE.

Upon the arrival of the procession at the Fourteenth street circle, where the statue stands, the following ceremonies will take place:—

1. Prayer.

2. Music. "Hall to the Chief."

teenth street errois, where the statue stands, the following ceromonies will take place:

1. Prayer.

2. Music—"Hail to the Chief."

3. Music—"Star Spangled Banner," by the chorus, with the marine band and drum corps and artillery accompaniment by Battery A. Second United States artillery, under direction of L. E. Gannon.

4. Unveiling of the statue; salute of thirteen guns at Fort Whipple and by Hanneman's battery.

5. Grand hymnus; words by Herbert A. Preston, music by J. Max Mueller; chorus of 100 male voices, supported by the full marine band drum corps and artillery, under the direction of Professor Mueller.

6. Oration by Stanley Matthews and the presentation of the statue as an offering from the Army of the Cumberland to the nation.

7. Acceptance by the President in behalf of the people of the United States.

8. Organizations will then be reformed by the Grand Marshal, and will march to the Executive mansion, where the Society of the Army of the Cumberland and the column will be dismissed.

3. Music. 4. Oration by General Anson G. McCook.

3. Music.
4. Oration by General Anson G. McCook.
5. Music.
6. Recitation by Miss Story.
7. Speeches by distinguished guests.
THE TWENTHERH OF NOVEMBER.
The programme for the 20th of November will be announced at the evening meeting of the 19th inst. and in the newspapers of the city. It will consist of a business meeting at half-past nine o'clock in the morning, a trip to Mount Vernon by steamor at eleven, a reception by the President at half-past seven P. M. and a promenade concert and ball at ten. All officers of the army and navy and marine corps are respectfully requested to attend all of the ceremonies and meetings in full uniform. All members of the society committees and navited guests are requested to procure their appropriate badges at the rooms of the Reception Committee, Arlington Hotel, on Tuesday, the 18th inst. at noon, or as soon thereafter as practicable, that they may be properly recognized. Citizens are requested to decorate their houses and illuminate on the night of the 19th inst.

HEIR TO A MILLION.

Shyacuse, N. Y., Nov. 14, 1879. *
Mrs. Ann Harris, of this city, a French lady and fallen heir to \$1,000,000. Theestate is that of James Motz, of Quebec, who was an uncle of Mrs. Harris. Motz sdopted Mrs. Harris at the age of fourteen years. The other direct heirs are his two daughters years. The other direct heirs are his two daughters. One of them is in London, England, the other is at Kingston, Jamaica. Her husband is Colonel De Montmorency, of the Royal Engineers. Mr. Motz, a week before his demise, had been in New York, and had suffered from the extreme heat at that time prevalent in the motropolis. On the way home to Quebec he caught a severe cold, which developed into bronchitis when he reached home. On Wednesday, the 24th, he was confined to the house for the first time, and on Tursday, at midnight, he died. Letters state that his silver plate alone was valued.

SALE OF THE MIDLAND BAILBOAD,

MIDDLETOWN, N. Y., Nov. 14, 1879. The New York and Oswego Midland Railroad, with all its property and franchises, was sold here to-day by Kenneth G. White, under a decree of foreclosure and sale issued October 2, 1876, to a purchasing com-

and sale issued October 2, 1876, to a purchasing committee of creditors. A special train from Jersey City, over the New Jersey Midland road, arrived here about noon to-day, bringing a number of capitalists.

The bidding was prompt and the sale occupied not over fifteen minutes. C. N. Jordan bid \$2,000,000, A. G. Mills, or the Bome, Ogdensburg and Watertown Railroad, bid \$2,500,000. Mr. Jordan then bid \$3,000,000. Ex-Mayor Opdylke, owner of the Western extension of the Midland, bid \$3,500,000. Mr. Jordan bid \$4,000,000. Mr. Davenport, of Richmond, Va., representing the Tredegar Iron Company, made the last bid in opposition to the committee, \$4,500,000. Mr. C. N. Jordan bid \$4,000,000, at which price, after a few moments' delay, the property was struck down to him.

Since the road has been in the hands of the receivers it has earned an avarrage surplus of \$50,000 and the expenses, exclusive of betterments of the road. The carnings of the road in 1878 were \$500,000 and the expenses, exclusive of betterments, \$606,000.

SALE OF A RAILROAD.

Pronta, Ill., Nov. 14, 1879.

The Peoria, Pekin and Jacksonville Rankroad was

sold at Master in Chancery's sale to-day for \$050,000. It was bought by Solon Humphries, of New York, in the interest of the Wabsan Railroad.

BUSINESS TROUBLES.

M. S. Heyman & Sons, manufacturers of artificial flowers and feathers, made an assignment yesterday to William S. Keiley. The failure caused considerto William S. Reiley. The failure caused considerable surprise in the trade, as the firm was generally considered wealthy and had a capital of upward of \$90,000. In the assignment preferences are given to four creditors, as follows:—George H. Lichtenstein, \$1,800; Froderick W. Gade, \$1,700; Leurschitz, \$2,000; Leurschin Brothers, \$10,000. The liabilities amount to about \$100,000, a large part of which are due in Rurope. The assets consist of stock valued at from \$35,000 to \$40,000; book accounts, \$10,000; a factory in the roar of their store, which cost \$40,000, and a long lease of their store premises.

Brown, Bell & Co., wholesale dealers in millinery goods, made an assignment yesterday to David Buchanan.

The the Court of Common Pleas there was filed yeaterday the schedules in the matter of the assignment of bidor & Heim to Edward Steiglitz. The liabilities are stated at \$133,732 74, nominal assets at \$131,041 95, and real assets at \$50,554 49.

Grain of the Produce Exchange, informed the grain trade at the last "call" yesterday that the Board of trade at the last "cali" yesterday that the Board of Managers had instructed him to request the "caller" to "call" January options for the present in fractions of one cent and to leave out the decimal. Mr. Herrick said that he thought this plan would facuitate the workings of the Exchange, and he begged the grain trade to give the fraction business a trial. Subsequently one boat load of 4,800 centals of No. 2 red winter wheat for January delivery was sold at \$2 40% per cental (equal to \$1 47% per bushel) by David Bingham to William Bingham & Co.

THE PILOT SERVICE.

Meeting of the Conference Committee Upon Reduction of Charges.

Departure of the Hercules in Denge of the New Bylaw.

In accordance with the recommendation of their Commissioners the New York pilots have appointed owners in regard to the question of reducing the fees for pilotage. Its members are Messrs. Henry Harbinson, Josiah Johnson, Walter Brewer and Augustus Van Peit. The merchants and shipping men were notified of this action on the part of the pilots and the following committees were selected to confer with the latter :-- Chamber of Commercelin Edson. Shipowners' Association—Messrs. Duncan R. Norvell, John W. Parker and Allston Wilson. Maritime Exchange Association—James E. Ward, Robert B. Minturn, Timothy Duggett, William E. yesterday afternoon these committees met in the rooms of the Chamber of Commerce and Mr. Allston Wilson secretary. The chair-man explained the object of the meeting and said he was a member, were not prepared to state what but that they were present more for information than anything else. Mr. Harbinson, from the Committee of Pilots, said that the latter were willing to submit to any reasonable reduction in their charges and that their desire was to lighten the burden now resting on shippers, and also to create a better feeling between the merchants and themselves. He duction shipowners expected, and hoped the latter would not go to extremes in their demands. DECLINING COMMERCE.

Mr. J. Ernest Miller, of the Maritime Association

Committee, in speaking of the pilotage charges contended that American commerce was now and had been on the decline for years; that from being the second and almost the first among nations it is now numbered the fourth or fifth. He ascribed as two of numbered the fourth or fifth. He ascribed as two of the causes for the decline government and State taxation, which, he said, was not levied direct on ships but was caused by exorbitant pilotage charges and wharfage fees. The speaker stated that the Pilot laws were repealed in 1845, and chaimed that from that time until 1853 the business was done better than ever before. A remonstrance, he said, was made every year against any change in the pilotage system by nearly all the underwriters and shipowners, but in 1853, by a well executed manœuvre, the pilots induced some underwriters and shipowners to favor a law, ostensibly in the interest of ships, leaving it optional to employ pilots or not, and they obtained the passage of this law in opposition to the usual remonstrance. He claimed that in 1854 the pilots had the law amended by inserting the obnoxious clause which provided for compulsory pilotage. He said that in 1855, when gold was at 200 a 250, the merchants agreed to advance the pilotage rates about twenty-five per cent, the same to last three years, but before the expiration of that time the pilota quietly had the time extended until 1871, without consulting the shipowners and in violation of the expressed understanding, which was that the old pilotage rates were to be resumed after 1868. The speaker stated that in 1873 the old pilotage rates were to be resumed after 1850. The speaker stated that in 1873 the pilots collected \$58,000 in fees from vessels, and he claimed that each boat in the service received for that year \$30,000, and each man from \$4,000 to \$5,000. He did not wish to undervalue the services of the pilots, but they received a much larger salary than some of the ablest seamon, who ran far more risks. He then read the rates of pilotage for inward and ontward bound vessels in New York harbor, and compared them with the rates at Hampton Roads and Yorktown and with those from the Capes of Delaware to Philadelphia, showing that the Sandy Hook pilots received much more than their brothers in the o

THE NEW STEAM PILOT BOAT-WHY THE COM-MISSIONERS OBJECT TO HEB-A COMBINATION OF PILOTS AND STEAMSHIP REPRESENTATIVES ASSECTED AND DENIED.

The actual departure on her first cruise of the new steam pilot boat Hercules, with five pilots on board, in defiance of the last bylaw passed by the Pilot Commissioners, naturally provoked a deal of dis-cussion yesterday among those most interested. The boat is said to be a good one, and certainly looked trim and saucy enough yesterday as she steamed out from pier No. 19 East River to warrant the expectation that she will pick up a large share of the pilotage fees. She is two years old and was originally designed for a tugboat, being built on the usual model for tugs of her size. She is 130 feet long, with 25 feet beam. From the copper on

usual model for tugs of her size. She is 130 feet long, with 25 feet beam. From the copper on her bottom to the white paint on her spar deck she has been completely overhauled and routted to meet the requirements of her new service, being newly calked and copper bottomed, while her two masts have been newly stayed and all made tight and sing. There are berths on board for twenty-five persons. The five pilots who have persisted in the plan, from which half a dezen others receded in obedience to the new bylaw, are W. H. Anderson, P. E. Bailler, G. Claco, G. Mapes and E. Noble. They were formerly of the pilot boat Widgeon, and have placed the number of the Widgeon.—No. 10—on the smokestack of the new boat in all the glory of fresh paint.

ALL SIMES CONTINENT.

What the issue of the conflict will be it is, of course, impossible to say at present, but both the old and the new parties express thomselves confident of being able to maintain the positions they have taken, and probably the courts will have to decide the question before either of them yield. There are two ways in which the matter may come before the courts, and it is not yet decided in which way the Commissioners will act. Undoubtedly as soon as one of the five shall bring a vessel into port be will be stummoned before the Board, and on proof of his offence he will be suspended or his license will be rovoked. If then, without a license, he shall pilot another vessel in, the Commissioners may either proceed against him or against the owners of the vessel he pilots. If the proceeding is against the vessel owners, as is most likely to be the case, especially if the vessel is a steamship, it will be a civil suit. In either case the authority of the Board to pass the bylaw forbidding the pilots from using steamboats will have to be traversed and determined by the courts.

The whole controversy, as is well understood by all the parties interested, arises from the desire on the parties interested, arises from the desire on the parties interested, arises from the

were unable to perfect it, although some of the pilots were willing to be so employed. It is now asserted, by those of the pilots who indures his commissioners' action, that the Hercules is the property of the steamship companies, and that after the men shall have piloted the steamships in and collected their full fees, paying the Commissioners the regulation two per cent, they then propose to retund the larger portion of the fee to the steamship companies. They say also that the Hercules' pilots will cruise about Sandy Hook, close in shore, sharing none of the danger of the out shore orusing, and packing out the steamships alone for their vessels, which they will be able to do by means of an understanding, alleged to have been established between them and the steamship companies. This statement of the case is strenuously objected to by those who advocate the new departure. They deny that there is any such understanding, and claim that they are going out to prosecute their regular business in the regular way, departing from precedent only by the use of modern appliances of navigation. They reduce the opposition to their movement, styling had forgrism, and declare that they will carry their leyond a doubt.

The Cle. Not opposed to steam.

Speaking of the Board of Pilot Commissioners, and in only marker, said that the Commissioners are. They, he same object to the use of steam per were all the pilots, were sensible enough, and so its way. If half the prow that steam would make use steamboats if workshould ask authority to slighest hesitation. But there given without the passed with special reference tow, he declared, was cules. She was the property of the boat, the Herpanies, and the men who cruised in brainship cominto an illegal combination with Adentered panies, by which they would be able, comcure for the massleyes one-third of the security of the secu

THURLOW WEED'S BIRTHDAY.

EIGHTY-SECOND YEAR-A CHAT ABOUT OLD NEW YORK-BECALLING THE SCENES AND PRIENDS OF A LIFETIME.

Mr. Thurlow Weed is eighty-two years of age today, and when the reporter of the HERALD cal him last evening to congratulate him on the happy the veteran journalist looked to be in most excellent health and spirits. He was sitting in his study in nce, No. 12 West Twelfth street, in a large easy chair, and when the reporter was ushered in shadows chased each other over the calm face of the old man and found a reflecting flash in the eyes that side him, resting under a window which opened on Fifth avenue, was a cage, in which played two little Brazilian monkeys that seemed to be great pets with Mr. Weed, and who sat on a perch and morrow I will be eighty-two years of age, and I must say I am very thankful indeed to have been

spared so long."

"The anniversary of your birth, Mr. Weed, must

an anniversary naturally occupies my thoughts. It is always interesting, and I suppose the interest inof gratitude for the goodness and mercy that have protected me so long in life and a deep gratitude for

nor and navy new consulting the chipowners and in violation of the spin consulting the chipowners and in violation of the expressed understanding, which was that the of pilotage rates were to be resumed after of pilotage for the spin collected \$85,000 in fees from vessels, and he claimed that each hoot in the service received for that year \$30,000, and each man from \$4,000 to limitate on the claimed that each hoot in the service received for that year \$30,000, and each man from \$4,000 to limitation of the pilots, but they received as much larger salery than some of the ablest seamon, who ran far more face. The second has a second has

first railroad car over drawn by a locomotive engine from Abany to Schemectady. So many events have been crowded into the years I have lived.

"Among the sad things in an old man's experience one of the saddest is to find the circle of friends and acquaintances growing smaller and smaller. I weat to a funeral day before yesterday up here at Fourteenth street and saw Mrs. Titotson laid away. A few years ago I was dining with her and her husband; now they are gone. Mr. Spofford, his partner—both well known old time merchants—is gone, too. Mr. and Mrs. R. M. Blatchford, intimate friends of mine, living right opposite me, are gone. Mr. and Mrs. Moses H. Griunell are gone. Mr. J. Sturgis, who used to live right opposite, is gone. Mr. Robert B. Minturn, one of the truest and best men that ever lived, is gone, and Andrew Carrigan and George H. Aspinwall—all, all gone and all intimate friends of the past."

During the recital of this list Mr. Weed's voice grew lower and lower, and his voice was full of sadness. He continued, almost in a whisper—"It is very painful to see so many gone from just around my own neighborhood.

"In 1816 I worked in Seymour's printing office, at No. 49 John street. My pressmate was Jim Harper, the oldest of the Harpers. We used to go to the theatre those days a good deal. The only one of any hore was the Park, on Park row, between Ann and Beekman streets. They had a splendid company there, and attracted the best talent of the world. I saw there Cook, Inkleton, the elder Kean, Mr. and Mrs. Barnes, Placide, Majwood and a great many other coleorated actors and actreases. The prices used to be \$1 in the boxes, fifty cents in the pit and twenty-five cents in the galiery."

"No. I have always heretofore done so; but fam subject to vertige so much that I cannot stand any excuement and have to remain quiet. And another reason is that so many of my friends are gone that it would be hard to find enough for a dinner party."

Mrs. Jennie Beach, of No. 1,310 Fifth avenue, yesterday afternoon started with her two children for a walk in the Park. At the corner of Eighty-sixth street an ill-dressed man asked for alms. Mrs. Beach felt in her pocketbook for a coin, but the fellow snatched the book, which contained \$24, and iow snatched the book, which contained \$24, and ran off with it. Policeman Barney McEnroe pursued and arrested him in Lexington avenue, near Eighty-fourth street. The prisoner gave his name as Henry Mertenbach, mineteen years old, residing in East Sixty-third street, between Pirst and Second avenues, and said he was a tin pedier. He was taken to the Harlem Police Court and committed in default of \$1,500 ball for trial at the General Sessions. The pocketboook was recovered.

TILDEN'S INCOME TAX.

The return to the Supreme Court of the United States in the case of the United States against Samuel J. Tilden has been completed by United States Commissioner Shields, and was sent to Washington last night. The record includes 372 pages of printed matter, and embraces all the proceedings in the matter since the institution of the famous income tax suit.